NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON - NEW YORK
SUMMARY BULLETIN ORDER No. BNY1-29SUM
Effective 12:01 AM, Monday, June 1, 2026

Northeast Corridor General Order: 104 effective May 4, 2026

Boston – New York Bulletin Order(s) in effect: BNY1-29SUM

INDEX OF RULE / SI CHANGES OR MODIFICATIONS CONTAINED IN THIS BULLETIN ORDER

The date in an item heading indicates the date of the most recent change to the information contained in that section of the BO "*" indicates that the item was not carried in a previous Bulletin Order "PC" indicates a physical characteristic change.

When a change is made via Bulletin/General Order (New, Modified, or Deleted):

- The italicized font explains what the changes are *(New, Modified, or Deleted)*
- The yellow highlights indicate where the changes are made.
- Once the changes are effective, the yellow highlights are removed when added to the summary bulletin order.

If you have any questions or suggestions, contact Operating Practices at operatingpractices@amtrak.com.

NOTE: This index does not relieve employees from reading, understanding and complying with all Bulletin Order items.

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I. Train Schedule Changes and/or Additions

See current BOSNY Employee Train Schedule Bulletin (ETSB.)

II. Main Line: New Haven to Boston (NHB)

A. PC: Boston – South Station — 07/29/24

1. Track 13

a) South Side Station Platform Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12.

b) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

B. PC: Ruggles Street Station - Station Platform Out of Service — 10/03/22

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

The east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on No. 1 & 3 Trks from the east end of the platform to a point 560 feet west of the east end of the platform.

C. PC: Attleboro Station - Station Platforms Out of Service - MP 196.9 03/20/26

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

1. No. 1 & 3 Trks

The low-level wooden platforms across No. 1 & 3 Trks are out-of-service.

2. No. 4 Trk

Effective 9:45 AM to 2:30 PM Monday through Friday

- No. 4 Trk low level platform is out of service between Cat Pole MP 196.80 to the east end of the platform.
- The station platform adjacent to No. 4 Track 250' west of the mini-high platform is out of service.

D. PC: South Attleboro Station - Station Platforms Out of Service 05/20/24

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors within the out-of-service portion of the station platform.

Station Platform No. 2 is out of service.

E. PC: Temporary Construction Crossing MP 228 11/06/23

A temporary construction crossing has been constructed between MP 228, Catenary Pole 140 and MP 228, Catenary Pole 142 on tracks No. 3, 5 and 7 between Cove and Tower 1 for IMCS use.

F. *Station Page 06/01/26

The station page is modified. 121 B is a requirement in NORAC.

Madison Station Note 1 is deleted.

Note 1 is deleted.

A portion of Note 3 is deleted.

STATIONS	MP	INT	PS	NOTES
MADISON	92.8	...	X	…
Note 3: Rule 121.E applies on No. 1 & 2 tracks only.				

G. 98-B1. Other Than Main Track Designations, Types, and Responsibilities 05/04/26

98-B1 is replaced in its entirety.

A table is added.

Parcel G requirements pertaining to certified conductors, as well as instructions regarding employee qualifications, are removed due to redundancy. Employee qualification and certification requirements are governed by NORAC Rule C and Amtrak Timetable Instruction C-S4, in accordance with 49 CFR Part 242.

LOCATION	TRACK DESIGNATIONS	TRACK TYPE	IN CHARGE OF	Note
Parcel G	1-4	Other Than Main Track	…	1, 2
Parcel G	11, 13, 15	Other Than Main Track	…	2
New London	Track 6 (NECR Lead)	Other Than Main Track	…	3
Note 1: Employees must not operate electric engines on the Pit without permission from the Mechanical Foreman				
Note 2: Conductor must ride in the headend with the Engineer whenever possible.				
Note 3: 513 feet east of Governor Winthrop Blvd Grade Crossing begins NECR Palmer Subdivision				

H. 132-B1. Tracks And Switches Out of Service 05/23/26

132-B1 is modified. The following Locations are added.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Midway	Groton Industrial Track between MP 126.7 and MP 126.9
184.2 – 184.9	Yard 9, Yard 11, Yard 17, Providence Journal, Industrial Spur
193.9	East Junction Yard - all tracks, switches locked/spiked for the lead to East Junction Branch
MP 216.2 – 217.1	Rte 128 Ind Park between Cambridge Sound Works Switch MP 216.41 (CatPole 29/30) and East End Switch MP 216.85 (CatPole 59/60)

III. Dorchester Branch (DB)

No changes or additions

IV. Middleboro Main Line (MM)

No changes or additions

V. Main Line: Mill River to Springfield (MRS)

A. PC: Temporary Station Platforms site of future Windsor Locks Station MP 48.7 09/27/25

A temporary Station Platform has been installed at MP 48.7 site of the future Windsor Locks Station, not in service. All freight dimensional moves through this area need to have a 72-hour notice and approval from the Amtrak Clearance for Movement Department.

B. PC: Construction Crossings at MP 48.8 and MP 60.1 06/26/23

Temporary Construction crossings have been constructed at MP 48.8 on the single main and at MP 60.1 on track 1 and track 2 for IMCS use.

C. PC: Mail Track – MP 61.4 04/17/26

1. New Switch Installation

- The No. 26B Turnout Switch is installed 470 feet south of the 2N signal on the Mail Track. The switch is out of service and spiked and locked in the normal position.
- The No. 62A Turnout Switch is installed 270 feet south of the 2N signal on the Mail Track. The switch is out of service and spiked and locked in the normal position.

D. A-M1. Amtrak Crews Wyeing Equipment at Springfield 05/04/26

A-M1 is modified. Radio Channels are located in 706-M1.

Amtrak Train and Engine service employees who wye their equipment at Springfield are governed by this instruction. Movements will be governed by signal indication and must not exceed 5 MPH on all Berkshire & Eastern (B&E) tracks north of the diamond and must contact the B&E Dispatcher at CPR1. Radio Channels are located in 706-M1.

E. 132-M1. Tracks And Switches Out of Service 03/09/26

132-M1 is modified. The following locations and tracks/switches are added.

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last IMCS & Capital Delivery Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
North of MP 3.2/Benton Street	Hartford Siding
MP 21.5	Westvaco Siding
MP 50.4	Nutmeg Building Supply Siding

F. 706-M1. Radio Channels 05/04/26

706-M1 is new.

Radio Channel	Channel Name	In Service Between/At	Monitored Channel	Notes
054-054	054 NED Road	Division Post MP 72.9 and Spring	x	1
023-023	023 Amtk Yard	All Amtrak Yards	…	2
027-027	027 Amtk MOW	All Right of Way Limits	…	…
047-047	047 Amtk Prod	All Right of Way Limits	…	…
076-076	076 BERX Road	BERX - Road, Berkshire and Eastern	x	4
058-058	058 BERX Disp	BERX - Dispatcher, Berkshire and Eastern	x	3, 4
046-046	046 CSX Road	CSXT - Road, Berkshire Subdivision	x	4
030-030	030 CSX NC Dsp	CSXT- Dispatcher, Berkshire Subdivision (NC Desk)	x	4
Note 1: See SI 900-M1 for Dispatcher Assigned Territories				
Note 2: In service for train movement/switching operations.				
Note 3: To wye trains at Springfield, contact the B&E dispatcher utilizing DTMF 3.				
Note 4: Adjoining railroad.				
See 714-S4. for adjacent foreign railroad phone & radio information.				

VI. Main Line: Harold to CP 216 (NYS)

A. *PC: Tracks Out of Service (Leggett to Pelham Bay) 06/01/26

No. 2 Trk between Leggett MP 9.5 to Pelham Bay MP 15.5 is out of service.

B. PC: Leggett Interlocking: Signal Relocation 05/23/26

The 128-2 signal governing eastbound movements on No. 2 Trk is relocated 258 feet east of its current location.

C. *PC: New Switches No. 2 Track Leggett MP 9.5 to Manor MP 18.2 06/01/26

The No. 21 switch for eastward movement is installed 2564 feet east of the No. 2W Pelham Bay Draw Bridge signal. The switch is out of service, spiked and locked in the normal position.

The No. 12 switch for westward movement is installed 4202 feet west of the No.171-2 signal. The switch is out of service, spiked and locked in normal position.

D. PC: Temporary Construction Crossings for MW use 07/01/24

New designated construction crossings have been installed between MP 5.1 Gate Interlocking to MP 17 Pelham Lane West.

E. *98-H1. Other Than Main Track Designations, Types, And Responsibilities 06/01/26

98-H1 is modified. Note 2 is modified

LOCATION	TRACK DESIGNATIONS	TRACK TYPE	IN CHARGE OF	Note
Between Gate & MP 12.2	Track No. 5	Other than Main Track	Section A Dispatcher & South Kearny Yardmaster	1, 2, 3

Note 1: The employee in charge of these tracks must grant verbal or signal permission prior to occupying, beginning movement, or making the track inaccessible.
Note 2: IMCS Operations: Prior to performing any work, the RWIC must communicate with the "Section A" Dispatcher & South Kearny Yardmaster. No. 5 Track between MP 5.40 and MP 9.15 is owned and maintained by Amtrak.
Note 3: Freight Operations: Prior to occupying Amtrak territory at the sign posted at MP 11.96, Freight Trains must communicate with the "Section A" Dispatcher to receive authority to occupy Amtrak controlled territory.

VII. New York Terminal District (NYT)

A. PC: Tracks Out of Service (JO and F Int) — 05/20/26

No. 2 Trk is out of service between JO and F Int.

B. PC: Tracks Out of Service (Kelly Track) — 05/20/26

The Kelly Trk is out of service from the bumping post to the 510W signal.

C. PC: Tracks Out of Service (F and Harold Int) — 07/02/25

No. 2 Trk (Line 2 Connecting Track) is out of service between F and Harold Int

D. PC: Tracks Out of Service (Penn Station) — 09/25/17

1. Penn Station - Tracks Out of Service

The tracks listed below are out of service for train movements (except Amtrak work trains and MW equipment) unless authorized by the MW Supervisor (or the Train Dispatcher, when authorized by the MW Supervisor):

a) 1A Track is Out of Service — 09/25/17

1A track is out of service from the west end of No. 1A track to a barricade erected 350 feet east.

Note: Trains operating towards Out of Service Tracks

In the application of NORAC Rule 134 a. "Movements in the Direction of the Out-of-Service Track", Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of an out-of-service track until they have verified that the Engineer is aware of the Bulletin Order item.

E. PC: New York Penn Station – Station Platforms Out of Service

To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors with the out-of-service portion of the station platform.

1. Station Platform No. 1 — 06/19/23

A portion of the station platform on No. 1 track at Penn Station is out of service between the west end of the station platform to a barricade erected 100 feet east.

2. Station Platform No. 3 – 5 & 6 Tracks — 03/28/18

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

3. Station Platform No. 4 – 7 Track — 02/25/19

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

4. Station Platform No. 4 – 7 & 8 Tracks — 04/22/22

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

5. Station Platform No. 7 – 14 Track — 04/22/22

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service between the east end of the platform and a construction barricade erected at the easternmost staircase.

VIII. System Instructions

A. NEC Timetable No. 1 - General Order No. 104 — 05/04/26

Operating Practices will no longer print paper copies of NEC timetables. It will be the responsibility of each department/company to distribute and ensure their employees have the required documents.

NEC Timetable No. 1 (General Order No. 104) will be effective **12:01 AM, Monday, May 4, 2026.** The "Summary of Changes / Highlights Page" and General Order No. 104 electronic versions will be available in the MDCS Comply365 application and online on the Amtrak System Operating Practices All Aboard Page.

The Summary of Changes is now named the Highlights Page. These page(s) will contain new rules, rule modifications and rule deletions for the General Order & changes issued via Bulletin Order will be "live updated" for Comply365 users.

NEC timetables will no longer be printed and distributed by mail from Amtrak. The timetables will still be produced and distributed by email prior to their effective date and time. Amtrak Employees, Foreign Railroads and Contractors will receive the electronic PDF copy. **It will be the responsibility of each department/company to distribute accordingly to their employees.**

Attention Amtrak employees: the NEC Timetable No. 1 (General Order No. 104) document is available in the FedEx punchout catalog located on Ariba on Demand.

B. Appendix A Emergency Procedures for Tunnels — 05/04/26

'Appendix A' is retitled 'Appendix A Emergency Procedures for Tunnels'

C. Appendix B Form Section — 05/04/26

This section is deleted in its entirety.

The most up-to-date forms are located on the Amtrak All Aboard Corporate Forms page. There are also forms located within Comply365 under the "Forms" tab.

D. Electrical Operating Rules and Instructions AMT-2

No changes or additions

E. *Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions — 06/01/26

1. 1.0 General

a) 1.1 Definitions — 09/01/25

The "Car Mover" definition is new and relates to Mechanical and IMCS employees.

CAR MOVER: A road-rail vehicle capable of traveling on both roads and tracks fitted with a coupler(s) for repositioning rolling stock equipment.

The "Switching (Yard) Operations" definition is modified to define the repositioning of equipment and adding "assembling a train".

SWITCHING (YARD) OPERATIONS: Repositioning equipment; assembling a train, loading, unloading, or servicing; or placing locomotives or cars on tracks for repair or storage. During switching operations, the brake pipe must be charged, except when the brake pipe is defective or damaged.

NOTE: Switching (Yard) Operations is not considered a train movement.

The definitions for High-Speed Train (HST), Non-Powered Control Unit (NPCU) & Push-Pull Trains are new.

High-Speed Train (HST): A train composed of semi-permanently coupled Tier II train passenger equipment.

Non-Powered Control Unit (NPCU): A locomotive without propelling motors but with one or more control stands.

Push-Pull Train: A train that can be operated from either end. Exception: Locomotive consists consisting of only locomotives, and/or HSTs, are not considered Push-Pull trains.

b) 1.5.1 Amfleet Cars – Air Bellows 07/07/25

AMT-3 1.5.13 is modified. The procedures for identifying an over-inflated Air Bellow are identified below.

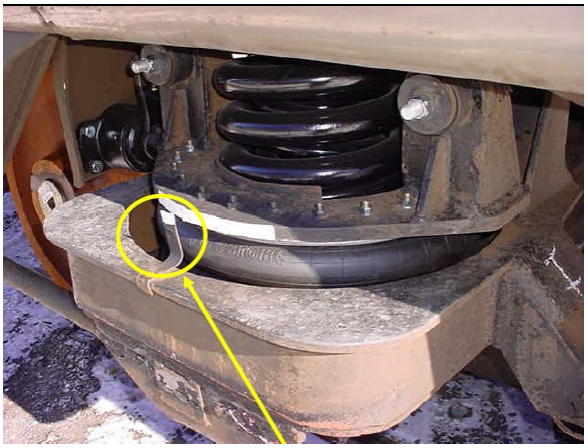
(1) When Under-Inflated – No action necessary except to report on EMAP 21-A.

(2) When Over-Inflated – Speed of train reduced per System General Order and bellows deflated as soon as practicable.

(a) An Air Bellow can be identified as being over-inflated when:

i. The top of the indicator mounted on the bolster is below the level of the white mark on the spring carrier; or,

ii. The top of the indicator mounted on the bolster is below the level of the top of the air bellow.



(3) Deflating Air Bellows

(a) Locate "Air Spring Cutout" badge plate on car side sill (each end of car).

(b) Close both "Air Supply Cocks" on affected end. (Located near badge plate, have yellow handles, and are tagged.)

(c) Open "Deflate Air Spring Valve". (Located near air spring supply cocks and has a red handle.)

(d) After bellows are deflated resume normal speed.

(4) Cars Not Equipped With "Deflate Air Spring Valve"

(a) Locate "Air Spring Cutout" badge plate on car side sill (each end of car).

(b) Close both "Air Supply Cocks" on affected end. (Located near badge plate, have yellow handles, and are tagged.)

(c) Operate at speeds per System General Order to next terminal.

(d) Notify Train Dispatcher as soon as possible.

c) 1.5 Equipment – Locomotives, Cars and Other Equipment

(1) 1.5.7 Operation of Dead General Electric Locomotives P32-BWH, P32AC-DM, P-40BH or P-42BH in Lead with a Multiple Unit Consist 11/03/25

AMT-3 1.5.7 is replaced in its entirety.

P42c reference, instruction for "behavior if HEP is not available" are added.

When operating P42c Control Cars or P32-BWH, P32AC-DM, or P-42BH locomotives that do not have running prime movers - or P32AC-DM locomotives with their prime movers shut down and not in electric mode - HEP must be supplied to that unit from another locomotive. This is accomplished by properly connecting and setting up HEP from a trailing unit in the consist. If the proper HEP connections and settings are not made between the units in the consist, the batteries will discharge, causing the NO BATTERY CHARGE circuit feature to disconnect safety-critical components – e.g., IFD screens, horn, and headlight.

A. Proper HEP arrangement is as follows:

1. Connect all HEP cables between all units in consist.

2. If GE locomotive is trailing unit and will supply HEP:

a. HEP Mode Switch – Normal

b. HEP Locomotive Position Switch – Trail

3. Lead (Dead) GE unit:

a. HEP Mode Switch – Off

b. HEP Locomotive Position Switch – Lead

4. After ensuring proper setup and feed of HEP, the battery charge ammeter must be observed for charging, and note that the NO BATTERY CHARGE indicator light is not illuminated.

- If the NO BATTERY CHARGE light is illuminated after HEP is properly connected and supplied, reset the Battery Connect Pushbutton (BCPB) on the electrical control panel. If the BCPB will not reset and the battery ammeter indicates batteries are not charging, or if the prime mover is unable to be restarted, another lead unit should be added to the consist, or the locomotive consist (if coupled in multiple) will have to be shifted.
- Pneumatic operation requires all multiple-unit hoses to be coupled for air supply and air brake control of the consist.

NOTE: DO NOT CUT IN THE DEAD ENGINE FEATURE

d) 1.5.13 Damaged/Defective Air Hoses 07/07/25

AMT-3 1.5.13 is new. If an air hose is damaged or defective and must be replaced, NRPC Form 1918, eMAP21-A/MAP100 must be completed, and the defective hose must be reported to the CNOC Mechanical Desk.

(1) If an air hose is damaged/defective and must be replaced, follow the steps below:

(a) After removing the hose, using form NRPC 1918 'Bad Order Equipment', tag the hose as damaged/defective and complete the required information.

(b) Store the damaged/defective hose in the tools/accessory storage container in the machine room/radiator compartment on the lead locomotive. If the damaged/defective hose was on a car, document on the EMAP 21-A; if the damaged/defective hose was on a locomotive, document on the MAP 100. Note the car/locomotive number and which end of the equipment had the defective hose (A or B end for cars and Front or Rear for locomotives).

(c) Report the defective hose to the CNOC Mechanical desk.

(d) Amtrak Mechanical will retrieve the damaged/defective hose from the lead locomotive for analysis during the calendar day inspection.

2. *2.0 Operations 06/01/26

a) 2.1 Locomotives - Non-Complying Condition (Defect) Discovered En Route At Other Than Calendar Day Inspection Point 08/05/24

AMT-3 2.1 has been modified to extend through 2.1.36.

NOTE: For instructions 2.1.1 through 2.1.36, any non-complying condition (defect) discovered en route must be documented per instruction 3.1.15. In addition to particulars noted in instructions 2.1.1 through 2.1.36, crews must comply with the following:

(1) Locomotive may continue in use to the next Amtrak locomotive repair facility,

(2) Complete the non-complying tag per instruction 3.1.15,

(3) Note defect(s) on MAP 100,

(4) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that the non-complying locomotive is in the consist or train,

(5) Notify the CNOC mechanical desk at 1-800-424-0217 as soon as possible without delaying the train.

- If applicable, notify the Siemens mechanical desk at CNOC at 1-302-683-2753.
- If applicable, MARC locomotive issues are to be reported to the Amtrak Commuter Operations Center at 1-202-906-2772.

b) 2.1.36 Locomotive Fire Extinguishers. 08/05/24

AMT-3 2.1.36 is new.

(1) Verify that each fire extinguisher is securely mounted.

(2) Visually inspect each fire extinguisher for the following discrepancies:

(a) Broken seal,

(b) Gauge reading outside the Green Status,

(c) Certification Tag within 5 days of Expiration Date,

(d) Missing Certification Tag,

(e) Illegible Instructions.

(3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

c) 2.6 Locomotives - Locomotive Air Brake and Equipment Set Up 08/04/25

(1) 2.6.6 Complete the following procedure to prevent trapped air in the independent brake system when setting up on units without an MU-2A or a Dual-Ported Cutout Cock:

AMT-3 2.6.6 is modified to include setting up on units without an MU-2A or a Dual Ported Cutout Cock.

(a) Secure equipment per instruction 2.14, if unattended.

(b) Make a full service brake reduction with the ABV handle.

(c) Wait for the air exhaust to stop.

(d) Place the Independent Brake handle in the "RELEASE" position **(DO NOT ACTUATE BRAKE CYLINDER PRESSURE)**

(e) Move the brake pipe cutoff pilot switch to the "TEST" position for 10 seconds.

(f) Move the brake pipe cutoff pilot switch to "TRL" position.

(g) Move the ABV handle to the "HANDLE OFF" position.

(h) Ascertain that brake cylinder pressure fully releases on the Push, Double Heading, or In-Train locomotive when train brakes are released. If brake cylinder pressure does not fully release, perform the following from the Push, Double Heading, or In-Train locomotive brake valve:

i. Move brake pipe cutoff pilot switch to "TEST" position.

ii. Actuate brake cylinder pressure.

iii. Return brake pipe cutoff pilot switch to "TRL" position.

(i) If a locomotive is in Double Headed (Helper) Service or a train consist with no MU cables connected, an employee must immediately take position in the operating control compartment to observe for a locked axle indication.

(2) 2.6.7 Changing Ends Procedure Push-Pull Trains: 08/04/25

AMT-3 2.6.7 is new. This instruction is for when the Push Pull Equipment "changes ends" and the proper order of the procedures must take place.

(a) Secure equipment per instruction 2.14, if unattended.

(b) Move the Automatic Brake handle to HANDLE OFF (HO).

(c) Allow brake pipe pressure to completely deplete to 0 PSI as indicated by the brake pipe pressure gauge.

NOTE: Where equipped, analog and digital brake pipe gauges should both show 0 PSI. If a brake pipe gauge settles at a value above 0 PSI, wait 10 seconds to ensure that the brake pipe is completely exhausted.

(d) If applied, move the Independent Brake handle to release. If equipped, leave the MU-2A or dual ported cut-out cock in LEAD, DEAD or IN.

NOTE: On NPCUs, where equipped, remove the Independent Brake handle if removable, and store.

(e) CUT OUT the Automatic Brake by positioning the ABV Cutoff Valve to Out/TRL

NOTE 1: Ensure that there has been no release of brake cylinder pressure during this step.

NOTE 2: On Siemens equipment (ALC-42, SC44, ACS-64) ensure 20 pipe is at 0 PSI.

(f) Place the reverser in ISOLATE/NEUTRAL and remove the handle.

(g) Turn the headlight OFF; turn the marker lights ON. Verify that the headlight and auxiliary lights are off and the marker lights are lit. When practical, inspect the train from the ground while walking to the opposite end.

(h) Ensure that the proper pantograph is raised and visually inspected, if applicable.

(i) If applicable, insert the Independent Brake Valve handle. Fully apply the Independent Brake. If equipped, ensure the MU-2A or Dual Ported Cutout Cock is cut in (LEAD, DEAD, or IN) and set up as described by Table A.

(j) Insert the reverser and place it in an active position.

(k) Move the Automatic Brake handle to RELEASE. Allow Equalizing Reservoir to charge to 110 PSI, then CUT IN the Automatic Brake by positioning the ABV Cutoff Valve to PASS/IN/LEAD and allow system to fully charge.

(l) Turn marker lights OFF; turn headlight ON.

(m) Perform required brake tests. Release all handbrakes/parking brakes.

d) 2.7 Locomotives – Sealing of Protective Devices on Locomotives 09/27/25

2.7 is modified. It is no longer required to record the numbers on the MAP 100 form.

e) 2.7.1 Mechanical forces will verify cutouts (switches and cocks) or enclosures for safety devices are properly positioned, then apply seals:

2.7.1 is modified. It is no longer required to record the numbers on the MAP 100 form.

f) 2.7.2 Reserved for Future Use

2.7.2 is deleted and reserved for future use.

g) 2.10 Train Make Up – General 07/07/25

(1) 2.10.2 When coupling or uncoupling equipment, care must be taken to prevent injury or damage.

AMT-3 2.10.2 is revised in its entirety. This instruction will standardize and clarify coupling speeds in the Amtrak system.

(a) Coupling must be made at the minimum speed required to complete the coupling, but not exceeding 2 MPH.

(b) Before coupling or uncoupling equipment, all employees and passengers on board must be notified on the PA system of the potential equipment movement.

h) 2.14 Train Make Up – Securing Equipment 08/07/23

The following is added to AMT-3 Instruction 2.14 "Train Make Up – Securing Equipment."

Equipment to be Secured	On All Tracks
One car	1. Apply hand/parking brake. **NOTE:** If on a grade and the locomotive is on the downhill side of the car, stretch the slack; if the locomotive is on the uphill side of the car, bunch the slack. 2. Release air brakes on car only. 3. Wait one minute. 4. If car does not move, hand/parking brake is effective. 5. Apply air brakes. 6. For a single car, chock both sides of one truck or one wheel. 7. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-5. 8. If car does not move, chocks are effective.

Equipment to be Secured	On All Tracks
Two or more cars	1. Apply hand/parking brakes on at least two cars. **NOTE:** If on a grade and the locomotive is on the downhill side of the cars, stretch the slack; if the locomotive is on the uphill side of the cars, bunch the slack. 2. Release air brakes on cars only. 3. Wait one minute. 4. If cars do not move, hand/parking brakes are effective. 5. Apply air brakes. 6. If hand/parking brakes are not effective, apply more hand/parking brakes on cars. Repeat steps 2-5. 7. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel. Repeat steps 2-5. 8. If cars do not move, chocks are effective.
	On All Tracks
Locomotives (Single Or Multiple)	1. Apply all hand/parking brakes on all locomotives. 2. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 3. Wait one minute. 4. If locomotive(s) do not move, the hand/parking brakes are effective; proceed to Step 6. 5. If the hand/parking brake is not effective, chock both sides of one truck or one wheel. Repeat steps 2-4. 6. For a single locomotive, chock both sides of one truck or one wheel. 7. Secure the locomotive consist. a. Make a “Full Service” brake application with the ABV handle. b. Place the independent brake in the “Full Application” position, if equipped. c. Place the throttle / controller in “IDLE” or “OFF” position. d. Place reverser in “NEUTRAL” position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place generator field switch/breaker in the “OFF” or “DOWN” position, if equipped. f. Place the isolation switch in the “ISOLATE” position, if equipped. **NOTE:** GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing “STANDBY HEP”.
Locomotives with Cars (Coupled Together)	1. Apply all hand/parking brakes on all locomotives. 2. No less than a total of two hand/parking brakes must be applied (Locomotives + cars = total hand/parking brakes). 3. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars. 4. Wait one minute. 5. If equipment does not move, the hand/parking brakes are effective; proceed to Step 8. 6. If equipment moves, apply the automatic and independent brake, then apply more hand/parking brakes as needed. Repeat steps 3-5. 7. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary; if equipment does not move proceed to Step 8. 8. Secure the locomotive consist. a. Make a “Full Service” brake application with the ABV handle. b. Place the independent brake in the “Full Application” position, if equipped. c. Place the throttle / controller in “IDLE” or “OFF” position. d. Place the reverser in “NEUTRAL” position and remove, if removable, and place the reverser in the fusee holder, if equipped. e. Place the generator field switch/breaker in the “OFF” or “DOWN” position, if equipped. f. Place the isolation switch in the “ISOLATE” position, if equipped. **NOTE:** GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing “STANDBY HEP”.

i) 2.14.5 Securing Equipment Left Unattended **01/05/26**

AMT-3 2.14.5. A “Note” is added for exceptions regarding chock placement.

AMT-3 2.14.5 "note" is added. Exceptions for the NextGen HST are added.

NOTE: Unless it is necessary as defined above, the use of chocks is prohibited on:

- Tracks adjacent to high-level station platforms,
- Tracks equipped with a third rail,
- High Speed Trainsets

NOTE: For the purpose of securing equipment, the NGHST must be left in retention mode. The equipment is considered secured when the controller has been placed into the full service position, the parking brake has been applied, and the parking brake status has been verified on the TOD.

j) 2.15.6 The following factors will affect the slowing and stopping ability of trains:

AMT-3 2.15.6 is modified. This instruction is for a running brake test requirement in heavy or mountain grade territory.

When operating in locations designated by Timetable as Heavy or Mountain Grade territory, prior to cresting the grade, a Running Brake test will be performed. If braking performance is found to be insufficient, the train must be stopped and inspected prior to operating downhill. Refer to territory specific Special Instructions for additional requirements.

k) 2.15.14 Dynamic Braking 11/21/22

Two notes are added to the end of AMT-3 2.15.14

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

l) 2.16.4 Slowing or Stopping Using Dynamic Brake 11/21/22

Two notes are added to the end of AMT-3 2.16.4

NOTE: Dynamic Braking must never be solely relied upon to bring a train to a stop.

NOTE: The term "Regenerative Braking" is synonymous with "Dynamic Braking" in the application of AMT-3 instructions.

m) 2.16.5 Slowing or Stopping Using Air Brakes 07/14/25

AMT-3 2.16.5 E, F are modified to add NGHST exceptions.

E. Where conditions permit, slowdowns or stops should be made with not more than 15 psi total automatic brake pipe reduction.

EXCEPTION: NGHST train slowdowns or stops should be made using no greater than Suppression.

F. Leave a minimum 12 psi reduction on train while stopped and independent brake to full application, if equipped.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

n) 2.16.8 Stopping Immediately After Starting 07/14/25

AMT-3 2.16.8 E is modified to add an NGHST exception.

E. Leave a minimum 12 psi reduction on train while stopped, and independent brake to full application.

EXCEPTION: NGHST trains will remain in Suppression while stopped.

3. 2.19.2 En Route Movement Instruction 07/14/25

The following instruction is revised to add a Note: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC. AMT-3 2.19.2 "note" is modified to add NGHST designation.

a) When operative brakes become less than 85%, BEFORE PROCEEDING, notify train dispatcher and contact QMP at CNOC mechanical desk for instructions. CNOC may be contacted either directly at 1-800-424-0217 or through the train dispatcher.

(1) Trains with 84%-75% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 40 mph whichever is less.

(2) Trains with 74%-50% operative brakes must comply with QMP instructions but not exceeding one-half the maximum timetable speed or 20 mph whichever is less.

(a) Every effort must be made to increase operative brake percentage above 74% by setting out the defective car(s).

(b) If not possible to increase operative brake percentage above 74% by setting out defective car(s):

(c) Train may be moved in passenger service to the next location where passengers can be safely detrained.

(d) After all passengers are discharged, the equipment will be moved to the nearest location where the necessary repairs can be made.

NOTE: Trains operating with I-ETMS: When changes occur enroute that reduce the number of operative train air brakes to 95% or less, the engineer must modify the I-ETMS Train Type to "Freight" in the Consist message summary information on the I-ETMS CDU screen. Freight train timetable speeds will be enforced by PTC.

(3) When hand/parking brake is located **INSIDE** equipment, proceed with hand/parking brake manned.

Note: Defective brakes on front or rear semi-permanently attached passenger equipment (i.e., High Speed Trainset, NGHST or rear of Talgo) does not constitute defective brakes on front or rear passenger equipment.

4. 2.19.3 Determining Percent Operative Brakes 07/14/25

AMT-3 2.19.3 "D" is added. Each cut out axle on an NGHST power car counts as 1 cut out axle.

D. Each cut out axle on an NGHST power car counts as 1 cut out axle.

5. 2.19.7 Non-Revenue Movement of Passenger Equipment with Power Brake Defects for Repair 12/04/23

The following instruction is new.

(1) Passenger equipment containing a power brake defect at the time that a Class I or IA brake test is performed may only be moved after all of the following instructions are complied with:

(a) The equipment is moved for purposes of repair without passengers.

(b) Operating restrictions based on percent operative power brakes in a train are observed:

i. Trains with 84% to 75% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 40 mph, whichever is less.

ii. Trains with 74% to 50% operative brakes must comply with QMP instructions but must not exceed one-half the maximum timetable speed or 20 mph, whichever is less.

(2) Operating restrictions on passenger trains with inoperative power brakes on the front or rear unit are observed:

(a) *Speed* must *not exceed 20 mph.*

(b) When the hand/parking brake is located inside the equipment, proceed with the hand/parking brake manned.

NOTE: Only when necessary, equipment with inoperative brakes may be positioned on the front or rear of the train.

(3) The passenger equipment is tagged on both sides, and information is recorded in the Amtrak WMS tracking system. The following information is recorded on the tags and in WMS:

(a) The reporting mark and car or locomotive number;

(b) The name of the inspecting railroad;

(c) The name of the inspector;

(d) The inspection location and date;

(e) The nature of each defect;

(f) The destination of the equipment where it will be repaired; and

(g) The signature, if possible, and the job title of the person reporting the defective condition.

a) 2.21 Train Handling - Yard Service Switching **12/01/25**

AMT-3 2.21.1 through 2.21.17 are replaced in their entirety. Car Movers have been added, and procedures have been clarified for switching. "Prior to moving equipment with a car mover the brake pipe, if equipped, must be cut in" is added.

Before moving equipment:

2.21.1 Ensure Blue Signal Protection has been removed on the equipment to be moved.

2.21.2 Brake pipe must be charged on entire train when switching, except when brake pipe is defective, damaged, or absent.

2.21.3 All trucks must be cut-in, except when brake system is defective, damaged, or absent.

2.21.4 Ensure hand/parking brakes are released prior to moving equipment.

2.21.5 Ensure chocks are removed prior to moving equipment.

2.21.6 Perform a Standing Locomotive Brake Test per instruction 3.6, or car mover inspection.

2.21.7 Prior to moving equipment with a car mover the brake pipe, if equipped, must be cut in. Ensure brakes apply and release on the last car.

2.21.8 Prior to uncoupling equipment, disconnect all cables, chains, and curtains between equipment that is to be uncoupled.

2.21.9 Prior to moving equipment, crews must ensure that all cables and air hoses have been disconnected from ground power and ground air sources.

When moving, coupling and uncoupling equipment:

2.21.10 Before placing car(s) in a track, determine if there is sufficient room to hold the car(s).

2.21.11 Watch for close clearance. Stop movement if unsure whether equipment will clear.

2.21.12 Before coupling to standing equipment, verify that equipment is properly secured per instruction **2.14** to prevent rolling if coupling is not made. Chocks must not be removed until coupling is made.

2.21.13 When possible, cars must be uncoupled on straight track instead of curves or in turnouts.

2.21.14 When coupling equipment, especially in curves and turnouts, ensure that couplers are properly positioned to prevent damage.

2.21.15 A safety stop must be made (approximately 50 feet) just prior to coupling to any equipment. A safety stop is not required when distance between standing equipment is less than 50 feet.

2.21.16 When switching, equipment must not be placed in the foul until switch / switches are properly aligned.

2.21.17 After coupling equipment, the train must be double stretched to ensure a successful coupling has been made.

2.21.18 In the event the equipment does not couple as intended, uncouple, and inspect both couplers. Open and close each knuckle to check for lock drop and engagement, free of binding. Attempt to couple equipment again and if another failed coupling occurs, equipment must be moved to a repair or servicing track for proper repair.

2.21.19 Secure unattended equipment per instruction 2.14.

2.21.20 Once the train is assembled and switching is complete, the requirements of instruction 1.5.5 Coupler Locking Pins apply.

6. *3.0 Equipment Inspections / Brake Tests **06/01/26**

a) 3.1 Locomotives – Employee Responsibility – Locomotive Inspection, Testing and Documentation

b) 3.1.1 When first taking charge of a consist, the Engineer will check each locomotive and/or cab car in consist to determine:

AMT3 3.1.1 is deleted and replaced in its entirety.

A. A MAP 100 is located on each locomotive and/or cab car in consist to determine that the unit has a valid Locomotive Calendar Day Inspection,

B. Air brakes handles and cut-outs are configured per Table A,

C. Switches, lights, and pantographs (if so equipped) are configured correctly for position in train and direction of movement.

NOTE: When MAP 100 is referenced in the following instructions, MARC Locomotives and Cab Cars may use the ECR 100 Calendar Day Inspection Form

c) 3.1.2 Determining Level of Fuel on Diesel Locomotives

AMT-3 3.1.2 B. is changed from "OR" to "AND", requiring the fuel sight glasses to be observed.

B. Without delay to the train and when safe conditions exist, observe the fuel sight glasses, fuel gauge AND fuel monitor to determine if sufficient fuel exists to reach final terminal or next scheduled fueling point. After determining fuel level, note on the back of the MAP 100 of each unit the total gallons, location, date and time.

d) 3.1.3 Locomotive Calendar Day Inspection Requirement

3.1.3 b) is modified. MAP 100 information will be entered in the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service" section. Letter G is added. A note is added.

NOTE: This instruction also applies to non-complying locomotives.

(1) The date on which a locomotive(s) receives the last calendar day inspection and test will be determined by the MAP 100 information entered in the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit For Service" section. The information of the previous calendar day inspection in accordance with 49 CFR 229 will be entered in the "Previous Calendar Day Inspection" box in the top right corner of the MAP 100.

(2) The Daily Mechanical inspections, Locomotive Calendar Day Air Brake Test, and Train Control Systems Daily Departure Tests are not considered complete until the Supervisor/QMP/Locomotive Engineer approves and signs the signature block in the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit For Service" section. This timestamp will start the clock for the locomotive's inspections.

e) 3.1.11 Reserved for Future Use

3.1.11 is deleted and reserved for future use.

NOTE: For a Mechanical Inspection and Air Brake Test to remain valid, the locomotive must be used within 72 hours from its inspection time.

f) 3.2 Locomotives – Locomotive Calendar Day Inspection Procedure When Performed by Engineer 09/27/25

AMT-3 3.2 has been modified to add 3.2.43.

NOTE: If a non-complying condition is discovered at a location where a locomotive cannot be repaired or replaced on a revenue passenger train, comply with instruction 2.1.

NOTE: As indicated by instruction 3.2.41, the Locomotive Calendar Day Air Brake Test (instruction 3.3) is part of the Locomotive Calendar Day Inspection and MUST be performed in addition to instruction 3.2.

NOTE: For instructions 3.2.4 through 3.2.40 and 3.2.43, any non-complying condition discovered during this inspection must be documented per instruction 3.1.15. In addition to particulars noted in instructions 3.2.4 through 3.2.40 and 3.2.43, the following must also be complied with:

(1) Complete the non-complying tag per instruction 3.1.15,

(2) Note defect(s) on MAP 100,

(3) In multiple unit consists or push/pull operations, note on MAP 100 of the lead unit that a non-complying locomotive is in the consist or train.

(1) 3.2.3 Verify cutouts (switches and cocks) or enclosures for safety devices listed on MAP 100 are properly positioned and sealed:

3.2.3 is modified. It is no longer required to record the numbers on the MAP 100 form.

(2) 3.2.42 Complete a new MAP 100 to be left on each locomotive, as follows (Section 5 Tables and Forms):

3.2.42 is deleted and replaced in its entirety.

(a) MAP 100

i. Complete the first line, Unit #.

ii. In the "Daily Mechanical Inspection" section, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided after completing the inspection.

iii. In the "Locomotive Calendar Day Air Brake Inspection" section for the CONTROLLING locomotive, check the applicable space for "F-End" or "R-End". If the locomotive is a trailing unit, check "N/A".

iv. In the "Locomotive Calendar Day Air Brake Inspection" section for ALL locomotives in the consist, check the applicable "Pass", "Fail", or "N/A" if the ECP brake equipment has been inspected and tested.

v. In the "Locomotive Calendar Day Air Brake Inspection" section for ALL locomotives in the consist, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided after completing the inspection.

vi. From the previous MAP100, copy the date, time completed and location information from the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service" section to the "Previous Calendar Day Inspection" section on the top right corner of the new MAP 100. This will serve as an inspection record per 49 CFR 229.21.

vii. In the "Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service" section, enter the time completed, date, location, signature, SAP ID#, and occupation in the boxes provided.

viii. Enter a description of any defective or non-complying condition in the "Failure En Route / Equipment Condition" section.

(4) **Contact CNOC mechanical desk at 1-800-424-0217 before going off duty to report that inspection has been performed and whether any defects were noted.**

g) 3.2.43 Locomotive Fire Extinguishers. 08/05/24

AMT-3 3.2.43 is new.

(1) Verify that each fire extinguisher is securely mounted.

(2) Visually inspect each fire extinguisher for the following discrepancies:

(a) Broken seal,

(b) Gauge reading outside the Green Status,

(c) Certification Tag within 5 days of Expiration Date,

(d) Missing Certification Tag,

(e) Illegible Instructions.

(3) Request the fire extinguisher is replaced by mechanical if any of the above discrepancies exist.

h) 3.4 Locomotives – Mechanical Department Locomotive Air Brake Daily Inspection

(1) 3.4.12 Cutouts for various safety devices and/or enclosures to such devices must be properly positioned and sealed.

3.4.12 is modified. It is no longer required to record the numbers on the MAP 100 form.

i) 3.5.1 A Locomotive Consist Air Brake Test is required when a locomotive consist changes. 06/05/23

The following is added to AMT-3 3.5.1 as paragraph C.

Prior to departure, Over-the-road lite and multiple lite locomotive movements must be tested per Locomotive Calendar Day Air Brake Test (Instruction 3.3) from the controlling locomotive and must have a completed MAP 100 and MAP 1173/10C Summary, with the "Lite Loco Move" box checked.

j) 3.6 Locomotives – Standing Locomotive Brake Test 05/02/22

The following is modified in AMT-3. 3.6.2.

3.6.2 Follow the steps in the table below to perform a Standing Locomotive Brake Test. 2.6 is replaced by 3.7.

Standing Locomotive Brake Test	
Step	**Action**
Automatic Brake Test	
15	Upon initial movement, perform a Locomotive Running Brake Test (Instruction 3.7).

k) 3.9 Train Brake Tests & Mechanical Inspection 05/02/22

The following is modified in AMT-3. 3.9.1 & 3.9.3. 2.19.3E is now 2.19.2E & 3.9.4D is now 3.8.4D.

(1) 3.9.1 Passenger Train Class I Brake Test / HST Departure Test

A. Class I Brake Test Requirements

3. When Class I brake test has expired proceed per instruction 2.19.2E.

(2) 3.9.3 Passenger Train Class IA Brake Test

A. Class IA Brake Test Requirements

4. When equipment will be moved between the maintenance facility and originating passenger terminal without a MAP 1173/10C Summary per Definition "Passenger Equipment" and instruction 3.8.4D.

(3) 3.9.4 Passenger Train Class II Brake Test 07/14/25

AMT-3 3.9.4 A. is modified. Exceptions for the NextGen HST are added.

A. Class II Brake Test Requirements

1) Whenever control stand is changed, or air brake computer is de-energized (circuit breaker turned off).
2) When previously tested and inspected cars/locomotives that received a Class I brake test within the previous calendar day and have not been removed from a source of compressed air for more than 4 hours are added to a passenger train.
3) When cars or equipment are removed from the train.
4) When Engineer first takes charge of train except for Face-to-Face relief.

NOTE: When any of the following occurs, it is considered FACE-TO-FACE RELIEF:

a. When the inbound Engineer does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.

b. When the inbound Conductor or Assistant Conductor does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status (location) of the MAP 1173/10C Summary.

c. When a mechanical department employee who is a QMP or QP who participated in the required brake test does not leave the equipment unattended and communicates with the outbound Engineer the condition of the brakes and the status of the MAP 1173/10C Summary (located on the locomotive, or in possession of conductor, etc.).

5) When train is equipped with ECP Brake, Class II Brake Test is required to be done in ECP mode after a successful Class I Brake Test is completed in Emulation Mode.
6) After any emergency brake application. **Exception**: Does not apply to NGHST equipment.
7) Where indicated by rule or special instructions.
8) When control valve or brakes are cut out. **Exception:** Does not apply to NGHST equipment.

9) After determining cause for brake pipe continuity loss, make Class II brake test using Two-Way End-of-Train device.

10) Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function test or when adding a Back-up hose per instruction 2.17.2A. AMT-3 Page 92 of 154

NOTE: Passenger trains must not depart a terminal or yard, which is a repair point, where a Class II brake test has been performed with brakes cutout, inoperative or defective. To determine a repair point for a particular train, contact CNOC mechanical desk either directly at 1-800-424-0217 or through the train dispatcher.

(4) 3.9.4 Passenger Train Class II Brake Test **07/14/25**

AMT-3 3.9.4 E. is new. Procedures for Class II Brake Test on NextGen HST is added.

E. Class II Brake Test Procedure for NextGen High Speed Trainsets (NGHST)

1) Engineer or QMP will activate cab. Release parking brake.
2) Engineer or QMP will ensure that brake pipe is fully charged
3) Conductor, Assistant Conductor, QP or QMP will give signal to apply air brakes.
4) Engineer, QP or QMP will place controller into emergency.
5) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure reduces on TDD of rear power car and Emergency Brake icon is displayed
6) Conductor, Assistant Conductor, QP or QMP will give signal to release air brakes.
7) Engineer or QMP will move controller to full service position and ensure that brake pipe is fully charged
8) Conductor, Assistant Conductor, QP or QMP observes brake pipe pressure restored 110 psi (+/- 5 psi) on TDD of rear power car and the Emergency Brake icon is extinguished.
9) Engineer, Conductor, Assistant Conductor, QP or QMP will ensure that two-way radio system is tested and operating.

7. 4.0 Train Control Systems Section

a) 4.1 General 09/01/25

AMT-3 4.1.3 is modified. Valid Train Control System Departure Test(s) as appropriate for the train's route are required on locomotives that lead or could lead in train control system territory.

4.1.3 Valid Train Control System Departure Test(s) as appropriate for the train's route are required on locomotives that lead or could lead in train control system territory. Test(s) will be verified by reviewing the completed MAP 100. The start date and time of the 24-hour time period will be found in the Train Control Systems section.

b) 4.1.1 Trains/Locomotives must not enter any Train Control System Territory with defective or cut-out Train Control System or "Acknowledger" unless relieved by Rule, Special Instruction, General Order, Bulletin Order, or other directive. 09/27/25

4.1.1 Note is modified. "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section is added.

NOTE: If the train control system was cut out due to an on-board locomotive failure in accordance with applicable operating rules, the "Failure" box in the "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section of the MAP 100 must be checked. If the train control system was cut out for any reason other than on-board locomotive failure, the "Temporary Operating Exception" box in the "Train Controls Cut Out" box of the "Failure En/Route/Equipment Condition" section of the MAP 100 must be checked. This includes wayside PTC equipment failure of cutting out the train control system due to a temporary suspension of PTC operating rules. All other operating rules regarding reporting a cutout PTC system still apply. Checking the proper box will help the mechanical department to better identify the cause and may reduce the amount of time a locomotive spends at a repair facility

c) 4.2 Automatic Train Control System (ATC) **05/02/22**

The following is modified in AMT-3. 4.2.3. A. 14. "Clear 160" has been added and "Intelligent" has been removed.

(1) 4.2.3 ATC (Cab Signal) Departure Test

A. ATC (Cab Signal) Daily Departure Test

14. When the least restrictive aspect ("CLEAR" on 4 ADU; "CLEAR 150" or "CLEAR 160" on 9 ADU and ADU) is displayed, cab signal audible alarm will sound, and a penalty application will occur.

The following is modified in AMT-3. 4.2.3. B. 4. "Clear 160" & 9 "ADU"has been added. Aspect/Intelligent Display Unit has been removed.

B. ATC (Cab Signal) Daily Departure Test will be considered as failed when any of the following conditions/faults are discovered during the test:

4. Test overspeed condition at "Clear 150" or "CLEAR 160" on 9 ADU and ADU does not initiate a penalty application of the brakes within 8 seconds.

(2) 4.2.4 Criteria for Determining ATC (Cab Signal) En Route Failure **09/02/24**

The following instruction is revised. In C. 5. The speed is changed from 12MPH to 6MPH.

C. Speed Control Failure

(1) Cab signal aspect allows a greater speed than aspect authorizes.

(2) Cab signal aspect enforces a lower speed than aspect authorizes.

(3) Overspeed indication remains illuminated and penalty application occurs on a downward change of cab signal aspect when engineer fulfills the following:

(a) Acknowledge within 8 seconds

(b) "SUPPRESSION" position of ABV handle

(c) Authorized speed achieved

(4) Unrecoverable penalty brake application.

(5) Velocity Zero (VZ) Light remains illuminated when speed is above 6 MPH.

(6) "NO MOTION" light on HST power cars and HHP-8 locomotives remain illuminated when locomotive speed is above 3MPH.

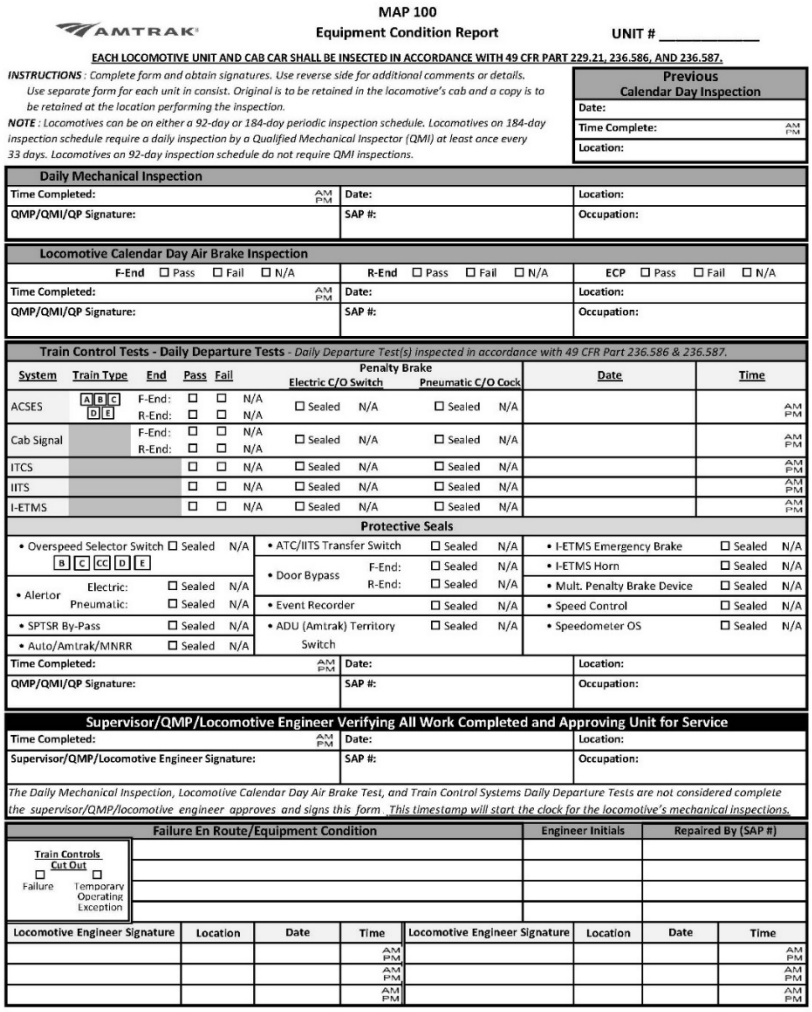
d) 4.8.3 Reserved for future use. **09/27/25**

4.8.3 is deleted and Reserved for Future Use

8. 5.0 Tables and Forms Section **09/27/25**

a) Amtrak Forms

Replace the MAP 100 on page 140 of the AMT-3 with the included MAP 100, NRPC 2947 rev 08/2025 below.



MAP 100

AMTRAK Equipment Condition Report UNIT # _____

EACH LOCOMOTIVE UNIT AND CAB CAR SHALL BE INSECTED IN ACCORDANCE WITH 49 CFR PART 229.21, 236.586, AND 236.587.

INSTRUCTIONS : Complete form and obtain signatures. Use reverse side for additional comments or details. Use separate form for each unit in consist. Original is to be retained in the locomotive's cab and a copy is to be retained at the location performing the inspection.

NOTE : Locomotives can be on either a 92-day or 184-day periodic inspection schedule. Locomotives on 184-day inspection schedule require a daily inspection by a Qualified Mechanical Inspector (QMI) at least once every 33 days. Locomotives on 92-day inspection schedule do not require QMI inspections.

Previous Calendar Day Inspection
Date:
Time Complete: AM PM
Location:

Daily Mechanical Inspection

Time Completed: AM PM	Date:	Location:
QMP/QMI/QP Signature:	SAP #:	Occupation:

Locomotive Calendar Day Air Brake Inspection

F-End ☐ Pass ☐ Fail ☐ N/A	R-End ☐ Pass ☐ Fail ☐ N/A	ECP ☐ Pass ☐ Fail ☐ N/A
Time Completed: AM PM	Date:	Location:
QMP/QMI/QP Signature:	SAP #:	Occupation:

Train Control Tests - Daily Departure Tests - *Daily Departure Test(s) inspected in accordance with 49 CFR Part 236.586 & 236.587.*

System	Train Type	End	Pass	Fail	Penalty Brake Electric C/O Switch	Penalty Brake Pneumatic C/O Cock	Date	Time
ACSES	A B C D E	F-End: R-End:	☐ ☐	☐ ☐ N/A N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
Cab Signal		F-End: R-End:	☐ ☐	☐ ☐ N/A N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
ITCS			☐	☐ N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
IITS			☐	☐ N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM
I-ETMS			☐	☐ N/A	☐ Sealed N/A	☐ Sealed N/A		AM PM

Protective Seals

• Overspeed Selector Switch ☐ Sealed N/A B C CC D E	• ATC/IITS Transfer Switch ☐ Sealed N/A		• I-ETMS Emergency Brake ☐ Sealed N/A
	• Door Bypass F-End: ☐ Sealed N/A		• I-ETMS Horn ☐ Sealed N/A
• Alertor Electric: ☐ Sealed N/A	• Door Bypass R-End: ☐ Sealed N/A		• Mult. Penalty Brake Device ☐ Sealed N/A
• Alertor Pneumatic: ☐ Sealed N/A	• Event Recorder ☐ Sealed N/A		• Speed Control ☐ Sealed N/A
• SPTSR By-Pass ☐ Sealed N/A	• ADU (Amtrak) Territory Switch ☐ Sealed N/A		• Speedometer OS ☐ Sealed N/A
• Auto/Amtrak/MNRR ☐ Sealed N/A			

Time Completed: AM PM	Date:	Location:
QMP/QMI/QP Signature:	SAP #:	Occupation:

Supervisor/QMP/Locomotive Engineer Verifying All Work Completed and Approving Unit for Service

Time Completed: AM PM	Date:	Location:
Supervisor/QMP/Locomotive Engineer Signature:	SAP #:	Occupation:

The Daily Mechanical Inspection, Locomotive Calendar Day Air Brake Test, and Train Control Systems Daily Departure Tests are not considered complete the supervisor/QMP/locomotive engineer approves and signs this form . This timestamp will start the clock for the locomotive's mechanical inspections.

Train Controls Cut Out ☐ Failure ☐ Temporary Operating Exception	Failure En Route/Equipment Condition	Engineer Initials	Repaired By (SAP #)

Locomotive Engineer Signature	Location	Date	Time	Locomotive Engineer Signature	Location	Date	Time
			AM PM				AM PM
			AM PM				AM PM
			AM PM				AM PM

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9. MS 2.0 Passenger Car Tread Brake Unit Slack Adjuster Inspection Procedure 05/02/22

The following is modified in AMT-3. MS2.3 The reference to the instruction 3.5 is replaced with 2.14.

(1) MS 2.3 Secure equipment per instruction 2.14 before going under or fouling car and then release the handbrake. Ensure brakes are released.

10. MS 3.0 Locomotive Air Brake Pressures 04/01/24

The table is updated to reflect additional equipment. GP38-3 is added.

Locomotive Air Brake Pressure Chart	
Independent Brake	**Pressure**
#24 and #26 Brake Equipment with J-1 Relay	45
HHP-8, HHPc, HST Power Cars, GP Locomotives, DASH-8, Genesis Series, NPCU Cab Car	72
ACS-64, SC-44, ALC-42	**70-75**
New Acela	
Parking Brake	**Pressure**
DASH-8, P32ACDM	100
Capitoliner Cab Car (9600 Series)	52-56

New Acela		
Service Brake Cylinder		**Pressure**
DASH-8, P32ACDM		58-62
26L and 26LIC Brake Equipment		58-62
HHP-8, HHPc, HST Power Cars		58-62
ACS-64, SC-44, ALC-42, GP38-3		62-70
Capitoliner Cab Cars (9600 Series)		36-42
NPCU Cab Cars (“Cabbage Cars”)		46-48
New Acela		
Emergency Brake Cylinder		**Pressure**
DASH-8, P32ACDM Locomotives		88-94
26L Brake Equipment: 110 psi Brake Pipe or 130 – 140 psi Auxiliary reservoir.		88-94
26L Brake Equipment: 90 psi Brake Pipe with Brake Pipe Fed (90 psi) Auxiliary Reservoir.		84-86
26LIC Brake Equipment		72-76
HHP-8, HHPc, HST Power Cars		69-71
ACS-64, SC-44, ALC-42		74-82
Capitoliner Cab Cars (9600 Series)		45-50
NPCU Cab Cars (“Cabbage Cars”)		68-70
New Acela		
Safety Valves	**Location**	**Pressure**
Control & Distributing Valves	Control Valve	60
Locomotive Main Reservoir / Tier I Equipment	Under Loco with Main Reservoir piping / Equipment Room	150-155
Locomotive Main Reservoir / Tier II (HST) Equipment	Equipment Room	160
Locomotive Air Compressor Intercooler	On Locomotive Compressor	65
Discharge Pipe (where equipped)	On Locomotive Compressor	185

Dead Engine Feature - Service Portion must *be in Direct Release*	**Pressure Settings**
26L Equipment	25 psi
DASH-8, Genesis	45 psi
HHP-8, HHPc, HST Power Cars	45 psi (adjustable).
ACS-64, SC-44, ALC-42, GP38-3	84 psi
Capitoliner Cab Cars (9600 Series)	40 psi
New Acela	

Location of Dead Engine Cutout Cocks
GP-38, DASH-8, NPCU Cab Car, Switcher Type Locomotives are located under the floor of the cab on engineer's side. Access from outside panel (engineer's side).
Genesis Locomotives are located under the floor panel behind the engineer's seat. Access is through floor or outside panel (engineer's side).
ACS-64, SC-44, ALC-42, HHP-8, HHPc, HST Power Cars, New Acela and 9600 Series Cab Cars are located in the equipment room on the air rack. **NOTE:** Dead Engine feature on 9600 Series Cab Car is in the air brake enclosure in the coach area.

a) MS 6.2 Periodic Brake Maintenance Requirements for Equipment in Freight or Non-Passenger Service **07/04/22**

The following is modified in AMT-3. MS6.2: 3.5 is replaced by 2.14.

(1) MS 6.2.1. D. 2. Secure Equipment per Instruction 2.14.

F. A-S4. Books In Effect 05/05/26

SI A-S4 is modified.

Operating Practices will no longer print paper copies of the AMT-2 manual. It will be the responsibility of each department/company to distribute and ensure their employees have the required documents. The digital version of the AMT-2 can be found on the Comply365 System.

- Electrical Operating Instructions (AMT-2), June 1, 2026. (Applies to all employees who work in Amtrak electrified territory)

G. *37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions 06/01/26

SI 37-S5 is modified.

1. Speed – Maximum and Various: MARC Engines

MARC Engines is replaced in its entirety. MARC Train Consist "Length and Weight" are added for I-ETMS modifications. AEM-7 locomotives are deleted.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table	Length (Ft)	Weight (Tons)
		Lite	Mltp. Lite	With Train					
MARC									
10-35	MP36PH	50	50	90	4	C	A	68	140
70-75	GP39H-2	50	50	90	4	C	A	59	134
68	GP40-WH2	50	50	100	4	C	A	63	140
80-87	SC44	50	50	125	4	B	A	72	135
4145	GP40PH-2	50	50	100	4	C	A	63	142
4910-4915 ≤	HHP-8	50	50	125	1	B	A	67	111

2. Speed - Maximum and Various: MBTA/MBTX Engines

MBTX is removed from 2000-2039 and added to the header.

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
MBTA/MBTX							
2000- 2039	HSP- 46	50	50	100	4	C	K

3. Speed - Maximum and Various: NS/PRR Engines

NS/PRR 4000-4799, 4800-4999 is changed to 3989-4999

Engine No.	Bldr. Model	Speed MPH			Equip Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
NS/PRR							
3989-4999	AC44C6M	30	50	70	5	E	B,K

4. Speed - Maximum and Various: Amtrak Cars

Airo Cars speeds and train types are modified.

AMTRAK	Spd	Train Type	Equip. Dim
Siemens Airo Coaches 74001-74313	125	B	1
Siemens Airo Cab Cars 79501-79509, 7601-7675, 7901-7909, 7920-7928	125	B	1
Siemens Airo Café Cars 73001—73083	125	B	1
Siemens Airo Business Class Cars 71001-71008	125	B	1

5. Speed – Maximum and Various: Maryland DOT Cars

Maryland DOT Cars is replaced in its entirety. "Length and Weight" are added for I-ETMS modifications.

MARYLAND DOT	Spd	Train Type	Equip Dim	Length (Ft)	Weight (Tons)
MARC II Series 7700-7735, 7755, 7756 7791-7799 coaches 7745-7754 control cars (Prohibited from operating as lead unit in CCS territory), 7757-7762 control cars (Equipped with I-ETMS)	110	C	1	85	60
Push or Pull with over or under inflated air bellows (air bags):					
Through crossovers and turnouts	30	C	1	…	…
All other movements	60	C	1	…	…
MARC III Series 7800-7834, 7870-7876, 7890-7896 & Control Cars 7845-7858: (Equipped with I-ETMS)	125	B	4	85	80
Push or Pull with over inflated air springs:					
Through crossovers and turnouts	15	B	4	…	…
All other movements	30	B	4	…	…
MARC Gallery Cars Series 7900-7911	80	D	5	…	…
MARC IV Series 8000-8033 coaches, 8090-8094 w/toilet	125	B	1	85	80
*MARC IV Series 8045-8059 control cars (I-ETMS equipped)	125	B	1	85	81
*MARC IV control cars must not be operated as lead units in Cab Signal/ACSES territory unless equipped with proper ATC components/event recorder. Push or Pull with under inflated air springs 60 MPH.					

6. Speed - Maximum and Various: MBTA/MBTX Cars

MBTA Car 535 is added. "MBTX" is added to the header.

MBTA/MBTX	Spd	Train Type	Equip Dim
MBB CARS (Nos. 500-532, 535 &1500 -1533	80	C	3

7. Speed - Maximum and Various: NJT Cars

NJT Cars are added.

NJT	Spd	Train Type	Equip Dim
Multi Level III Control Car Nos. 8000 - 8037	90	D	3
Multi Level III Trailer with Toilet Nos. 8200 - 8208	90	D	3
Multi Level III Power Car Nos. 8300 - 8357	90	D	3
Multi Level III Trailer Car Nos. 8500 - 8532	90	D	3

H. 47-S2. Tracks Equipped for AC Electrical Operation 04/26/26

47-S2 is modified. No. 4 track between Zoo and Stiles is out of service for AC electric train movements.

1. Other Tracks NOT equipped for AC electrical operations

Line	Location
PH	Trk 4 between Zoo and Stiles

I. *72-S1. Inspection of Moving Trains 06/01/26

72-S1 is replaced in its entirety. NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated in this rule.

Employees must observe passing trains for defects, and the display of headlights, markers and auxiliary lights. The improper display of headlights, markers and auxiliary lights must be reported to the train and the Dispatcher. Trains must be notified and stopped if any of the following defects are observed:

- Hot Journal, Bearing, or Axle. *
- Sliding wheel.
- Broken wheel.
- Sticking brake.
- Swinging door on freight car or trailer.
- Open plug door.
- Defective truck.
- Dragging equipment.
- Lading shifted over side or end of car.
- Dense white smoke.
- Strong odor of burning rubber or chemicals.

If attention is called to a dangerous condition, the train must be promptly stopped, consistent with good train handling techniques. An inspection must be made and the Dispatcher notified. If defects cannot be corrected, cars unsafe for movement must be set out and a report made to the Dispatcher. This report must include the location where the billing is to be left. Conductors must report car defects on the prescribed form.

* For simplicity, journal boxes, roller bearings, and axle bearings will all be referred to as “bearings” in this rule.

1. Hot Bearing Detectors and Instructions

a) Wayside Radio Hot Box Detectors

A Radio Hot Box Detector uses infrared sensors to monitor equipment bearings. After a Train passes a Hot Box Detector, a radio message will be transmitted stating the results of the inspection. Wayside Radio Hot Box Detector locations are listed in the Line Special Instructions.

(1) Wayside Hot Box Defect Detected

If a defect is detected, the detector will identify the suspected hot bearing(s) by the axle number counting from the lead engine or car over the radio.

(a) Equipment with On-Board Hot Bearing Detection Systems

The following equipment is equipped with an On-Board Hot Bearing Detection Systems (OBHBD)

- ACS-64, HHP-8, HST, NGHST and Amfleet I and II Cars.

If a wayside Hot Box Detector indicates that a bearing is overheating on equipment equipped with an OBHBD, the engineer must bring the train to a safe stop, and the train crew must verify that the OBHBD is functioning correctly and confirm any faults.

If the OBHBD does not indicate any faults, notify the dispatcher, and the train may resume normal speed.

If the OBHBD indicates a fault, is not functioning correctly, or if the next wayside hot box detector indicates another defect, the engineer must bring the train to a safe stop, and the conductor must inspect the axles with the appropriate Tempilstik per AMT-3.

(b) Other Equipment

The engineer must bring the train to a safe stop, and the conductor must inspect the axle(s) identified. If the detector reports six defects, the maximum number the detector can report, any wheels following the sixth defect must also be inspected.

Amtrak Employees must inspect the axles with the appropriate Tempilstik per AMT-3.

(2) Wayside Hot Box Detector Failure

If Radio Alarm Detector fails to transmit the results of the inspection, or if the detector transmits that it has had an integrity failure, notify the Dispatcher.

The Dispatcher must instruct crew to stop and inspect.

b) On-Board Hot Bearing Detection Systems (OBHBD)

The following equipment is equipped with an On-Board Hot Bearing Detection Systems (OBHBD)

- ACS-64, HHP-8, Legacy HST, NGHST and Amfleet I and II Cars.

(1) NGHST OBHBD Instructions

The NGHST power cars and coach cars (passenger vehicles) are equipped with an OBHBD which is designed to warn the crew if the system detects an overheated bearing, or system fault.

(a) NGHST On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the Engineer must bring the train to a safe stop and use the Technical and Diagnostic Display (TDD) to confirm the affected truck on the “Bogie Status Screen”. The Engineer must notify the Conductor of the axle or wheel that caused the alarm. The conductor must inspect all four bearings on the truck with the appropriate Tempilstik per AMT-3.

(2) Legacy HST OBHBD Instructions

The legacy HST power cars and coach cars are equipped with an Integrated Truck Surveillance Unit (ITSU), which is designed to warn the crew if the system detects an overheated bearing, or a system fault.

(a) Legacy HST On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the Engineer must bring the train to a safe stop and use the Multifunction Display 1 (MFD-1) to confirm the affected bearing. The Engineer must notify the Conductor of the Alarm type and the axle or wheel that caused the alarm.

i. Legacy HST Hot Bearing Alarm (Flashing Red LED)

If the defect indicates an overheated bearing the Conductor must inspect the overheated axle or wheel with the appropriate Tempilstik per AMT-3.

If a hot bearing is found, Dispatcher will provide instructions for transferring passengers and moving train to a repair location.

If no hot bearing is found, cutout the system using the cutout switch on the ITSU panel. Proceed not exceeding 80 MPH to a location where mechanical forces are available to inspect car.

If at the mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed not exceeding 125 MPH to its final terminal, whether the

same ITSU hot bearing alarm (flashing red LED) remains or activates again. (NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions). When an ITSU hot bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

ii. Legacy HST Sensor Failure Alarm (Flashing Yellow LED)

If the defect indicates a sensor failure the engineer must bypass the defect by pressing the self-test and lamp test buttons simultaneously. The yellow light should stop flashing and stay on continuously, and the local alarm acknowledgment light will illuminate. The engineer may resume normal speed to its destination.

If the engineer is unable to bypass the defect, and the yellow light continues to flash, or failure occurs again, cutout the sealed ITSU switch. If the ITSU sealed cutout switch fails, use the ONBOARD TL switch (cab rear wall switch panel) to recover train operation. The engineer must not exceed 125 MPH to its destination.

Report the fault on the eMAP21a, or MAP 100 and notify the dispatcher.

(3) HHP-8 Locomotives and HHPc Non-Powered Control Units (NPCU) OBHBD Instructions

The HHP-8 Locomotives and HHPc NPCU are equipped with an Integrated Truck Surveillance Unit (ITSU), which is designed to warn the Engineer if the system detects an overheated locomotive bearing, or a system fault. It will also monitor any trainlined coach cars equipped with an OBHBD.

(a) HHP-8 and HHPc On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the Engineer must bring the train to a safe stop and use the Multifunction Display 1 (MFD-1) to confirm the affected bearing. The Engineer must notify the Conductor of the Alarm type and the axle or wheel that caused the alarm.

If the defect is on a car, the conductor must check the on-board hot bearing detector panels to determine which coach activated the alarm.

The Conductor must inspect the overheated axle or wheel with the appropriate Tempilstik per AMT-3.

If a hot bearing is found, Dispatcher will provide instructions for transferring passengers and moving train to a repair location.

If no hot bearing is found, cutout the system using the cutout switch on the ITSU panel. Proceed not exceeding 80 MPH to a location where mechanical forces are available to inspect car.

If at the mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed not exceeding 125 MPH to its final terminal, whether the same ITSU hot bearing alarm (flashing red LED) remains or activates again. (NOTE: Wayside detector actuations must continue to be handled in accordance with applicable instructions). When an ITSU hot bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

Report the fault on the eMAP21a, or MAP 100 and notify the dispatcher.

(4) Amfleet I and II Coach Cars OBHBD Instructions

The Amfleet I and II Coach Cars are equipped with an OBHBD, which is designed to warn the train crew of hot bearings on the equipment.

(a) Amfleet I and II On-Board Hot Box Defect Detected

When an On-Board Hot Box Detector indicates a defect, the engineer must bring the train to a safe stop and inspect.

c) Overheated Bearing Found

If a defect is found, the following information must be given to the Dispatcher:

(1) Confirmation of the location of suspected car(s) in train.

(2) The initial and number of engine(s)/car(s) and waybill information.

(3) Condition of bearing(s).

(4) Location of hot bearings to include the following:

- Truck (lead or trailing), Wheel (lead or trailing), Side (north, east, south, west)
- Type of bearing (friction or roller)
- Type of packing if friction type bearing

(5) Any other pertinent information.

In emergencies, cooling compound, water, or snow may be used as slowly as conditions permit to cool hot bearings along full length of rising side of bearing, particular attention to be given to placing compound at back or inside end of bearing. Employees must:

(6) Not use sand or dirt for extinguishing fires in bearing boxes.

(7) Not use cooling compound on broken brasses.

(8) Notify the dispatcher anytime cooling compound, water, or snow is used to cool hot bearings.

(9) Tag in a prominent place near bearing using prescribed form.

(1) Overheated Bearing Found on Locomotive or car(s)

If a locomotive or car has an overheated bearing the Engineer and Trainmen must:

(a) Contact CNOC Mechanical Desk.

AND

(b) Isolate the Engine or cut out Traction Motor Circuit on the locomotive. Cut out the air brakes and release all air from the defective car(s)

AND

(c) Position a trainman to walk beside the hot bearing axle, not exceeding 4 MPH to the next point where the locomotive or car may be set off or met by Mechanical.

AND

(d) If the axle does not rotate while the train is in motion, stop the movement and contact CNOC for further instructions.

d) No Overheated Bearing Found

If no defect is found at the axle location specified, that entire car and two cars immediately ahead and behind that car must be inspected. If there is still no defect found the train may continue at normal speed.

When a train actuates the last wayside hot box detector before a crew change location, the relieving crew must be advised of the car that actuated the detector so that they can proceed accordingly, if the car actuates the next wayside hot box detector enroute.

(1) Repeat No Overheated Bearing Found

When the same engine(s) and/or car(s) of a train actuates 2 consecutive wayside hot box detectors and no hot bearing or other defect which may have caused the hot box detectors to actuate is found on that equipment or the 2 cars ahead and behind it, the traincrew must:

(a) Not exceeding 30 MPH for the next 5 miles.

(b) The train must be stopped at that point and all bearings of the car reported to have actuated the detector reexamined.

(c) Note: The 2 cars ahead and behind the reported car need not be reexamined during the 5-mile inspection.

(d) If no hot bearing is found during the 5-mile inspection the train crew must:

i. Notify the Dispatcher

ii. Not exceed 80 MPH

iii. Set out the car or engine at the next major terminal.

2. Dragging Equipment Detectors and Instructions

Dragging Equipment Detectors detect objects being dragged by trains before they cause further potential damage to the train or track. Dragging Equipment Detector locations are listed in the Line Special Instructions.

a) Dragging Equipment Defect Detected

When a dragging equipment detector indicates a defect with the train, the engineer must bring the train to a safe stop, and the train crew must inspect the engine and cars for any objects hanging below the top of rail.

The train crew may do a roll by inspection, not exceeding 5 MPH.

b) Dragging Equipment Detector Fault

When a dragging equipment detector indicates an integrity failure or stuck dragger, notify the Dispatcher.

The Dispatcher must notify crew to bring train to a safe stop and inspect.

3. Wheel Impact Load Detector and Instructions

Wheel Impact Load Detectors (WILD) detect flat spots, out of round wheels, suspension defects, and other wheel defects on cars and locomotives. WILDs measure the amount of vertical force produced by each wheel in thousand-pound units called KIPs. WILD locations are listed in the Line Special Instructions.

a) Wheel Impact Defect Detected

If an elevated reading is detected, the CNOC Mechanical Desk will verbally notify the dispatching office and advise whether the defect was Level 1 or Level 2, and which axle the defect was detected on.

When instructed to inspect based on a WILD reading, the train crew must visually inspect the wheels for flat spots, shelling, spalling, cracks or other damage to the wheel plate, tread or flange. They must also inspect the associated truck and suspension system for damaged, missing, or defective components. The Traincrew must report the inspection findings to the Dispatcher who will then report the results to CNOC Mechanical.

(1) Level 1 Wheel Impact Defect Detected (Over 140 KIPs):

The Dispatcher must tell the engineer to bring their train to a safe stop and advise the train crew to inspect the identified axle and truck for defects.

If inspection by the crew determines any defects found will not cause a derailment, the equipment may be moved at a walking speed with an employee on the ground to observe the movement to the nearest point the equipment may be set out.

(2) Level 2 Wheel Impact Defect Detected (Over 120 KIPs):

The Dispatcher must tell the engineer to reduce speed to 30 MPH and alert the train crew to the defect information. The dispatcher must tell the engineer to stop at the next scheduled passenger station, or available set out location, whichever is first, and advise the train crew to inspect the defect identified.

If the inspection determines no condemning defects have been found, the equipment may be moved at 30 MPH to the next available repair point.

If the inspection determines there are condemning defects present to wheels, trucks, suspension, or related components that will not cause an immediate derailment, the equipment may be moved at a walking speed with an employee on the ground to observe the movement to the nearest point the equipment may be set out.

4. Truck Hunting Defect Detectors and Instructions (On Board)

The following equipment is equipped with Truck Hunting Detectors:

- HHP-8, Legacy HST (ITSU), and the NGHST (BMS)

Truck Hunting detectors detect excessive yaw motion within truck frames.

a) Truck Hunting Defect Detected

When an ITSU or BMS truck hunting alarm occurs, the Engineer must immediately reduce the train speed by 5 MPH increments to attempt to clear the alarm.

(1) Truck Hunting Alarm Ceases

If the truck hunting alarm ceases, the engineer may resume normal speed, and must:

Notify the dispatcher of:

- Mile Post location where the truck hunting alarm occurred.
- Speed at time of the alarm.
- Time of the alarm.

AND

- Unit on which the alarm occurred. (ITSU or BMS system on HST monitors all cars)

The Dispatcher must note information in unusual occurrences log.

(2) Truck Hunting Alarm Does Not Cease

If the truck hunting alarm does not cease, or when the Engineer attempts to resume normal speed, the alarm comes back on, the engineer must bring the train to a safe stop and then attempt to resume normal speed.

If the alarm comes back on after stopping, the Engineer must:

(a) Not exceed 125 MPH

(b) For Legacy HST equipment bypass the accelerometer sensor by pressing the Self-Test and Lamp Test buttons simultaneously.

(c) For NGHST equipment, crews must follow BMS recovery procedures.

(d) Report the fault on the MAP 100 and

(e) Notify the dispatcher of:

- Mile Post location where the truck hunting alarm occurred.
- Speed at time of the alarm.
- Time of the alarm.
- Unit on which the alarm occurred. (ITSU system on HST monitors all cars)

AND

- Accelerometer sensor bypass status - if bypassed, note 125 MPH maximum speed.

The Dispatcher must notify the CNOC Power Desk, so that arrangements can be made to have the equipment inspected.

(3) Consecutive Truck Hunting Alarms

The Dispatcher must issue an 80 MPH Temporary Speed Restriction if:

(a) A Legacy HST or NGHST experience three or more truck hunting alarms on a trainset at a single location.

OR

(b) Two consecutive trains equipped with truck hunting alarms experience an alarm at the same location.

The restriction must remain in place until inspected and okayed by an MW1000 qualified employee.

J. *72-S2. Wheel Inspection 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

K. *72-S3. Hot Box Detectors and Recorders 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

L. *72-S4. Use of Tempilstik 06/01/26

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

M. *72-S5. Overheated Bearings-Engines **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

N. *72-S6. Hot Box Indicators Alarms and Hot Journals **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

O. *72-S7. Wayside Hot Box Detectors – 2 Consecutive Actuations **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

P. *72-S8. Wheel Impact Detectors **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

Q. *72-S9. Wayside HBD Actuation on Equipment with OBHBD System **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

R. *132-S7. Protection for Other Conditions **06/02/26**

132-S7 part 2. is modified. An example of the permission for protection is added.

1. Permission for Protection

Permission for the protection must include the following information:

a) Title and name of employee receiving protection

b) Track designation

c) Track limits (between/at)

Example: "Title/Name you have protection on Track at Location at start/end time."

"Cndr Feldman, you have protection on No. 3 Track at MP 21 at 10:40 AM until further notice"

S. *139-S2. Securement of Roadway Maintenance Machines (RMMs) with Moveable Parts **06/01/26**

SI 139-S2 3. is modified.

1. When leaving RMMs with movable parts that extend beyond their designated equipment clearance unattended (meaning left standing and unmanned in such a manner that would hinder immediate control of the equipment), the operator must report to the RWIC that they have secured the equipment and its moveable parts from unintended movement in accordance with the equipment's operating manual and Amtrak's Employee Safety Rulebook.

   a) In addition to appropriate on-track protection, off-track RMMs (non-hi-rail) must have a duly signed SSSWP (Site Specific Safety Work Plan) authorization to remain unattended while fouling or occupying tracks. In exceptional situations without prior SSSWP approval, emergency authorization may be obtained from the Division Engineer or equivalent authority.

   If RMM operators require guidance regarding the securement of equipment, they must seek assistance from a qualified authority before leaving the equipment unattended.

T. 815-S7. Maximum Speeds for Spring or Lift Frogs **05/20/26**

815-S7 is new.

In accordance with NORAC 815, lift frogs are added to the maximum speeds table for track cars:

When operating through self-guarded frogs or switch point guards or diverting through spring or lift frogs.	1 MPH

IX. High Speed Trainset, NextGen HST & HHP-8/HHPc Operation

A. *72-A1. HST: Defective Conditions Requiring 125 MPH Maximum Speed **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

B. *72-A3. High Speed Trainset: On-Board Hot Bearing Detection System **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

C. *72-A4. HHP-8/HHPc NPCU & Locomotive: On-Board Hot Bearing Detection System **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

D. *72-A5. Truck Hunting on High-Speed Trainsets and Hhp-8 Engines: ITSU Operation **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

E. *72-A6. NGHST Alertor **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

F. *72-A7. NGHST On-Board Hot Box Detector Alarms **06/01/26**

NORAC Rule 72 and Amtrak Special Instructions 72-S1 through 72-S9, and 72-A1 through 72-A7 are incorporated into the new 72-S1.

X. Speed Table for Reference **05/04/26**

The ACSES SPEED TABLE and FAILURE OF CAB SIGNALS, INOPERATIVE I-ETMS, OR BOTH tables are moved to the NEC Timetable "SYSTEM SPECIAL INSTRUCTIONS > POSITIVE TRAIN CONTROL SPEED TABLES FOR REFERENCE".

XI. PTC Rule Review-FAQs **05/04/26**

The PTC Rule Review-FAQS tables are moved to the NEC timetable "SYSTEM SPECIAL INSTRUCTIONS > POSITIVE TRAIN CONTROL RULE REVIEW & FREQUENTLY ASKED QUESTIONS".

XII. PTC Rule Review for Locomotive PTC Failure Handling -FAQs **05/04/26**

The PTC Rule Review for Locomotive PTC Failure Handling -FAQs tables are moved to the NEC timetable "SYSTEM SPECIAL INSTRUCTIONS > POSITIVE TRAIN CONTROL RULE REVIEW & FREQUENTLY ASKED QUESTIONS".

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